

**Pascagoula Public Library  
Local History & Genealogy Department  
Holloway Family**

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GENEALOGY COLLECTION  
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HOLLOWAY

John Holloway of Caroline Co., to 1745 Cumberland Co., VA; d. 1758 (Will)  
m. Hannah, prob. d/o John Spiers of Essex Co., VA

- |   |                                 |  |   |   |  |
|---|---------------------------------|--|---|---|--|
| 1. John<br>ch: Sarah<br>Phebe<br>Drucilah | 2. Phebe<br>m. John Bradley     | 3. Martha<br>m. John A. Hudgens                    | 4. James<br>m. Ann ---<br>1             | 5. Agness<br>m. Micajah Turner<br>m. James Minter | 6. Elizabeth<br>m. William Hix                 |
|   | 7. William<br>m. Frances Meador | 8. Jane b. 1733<br>m. John Meador<br>(to Smith/TN) | 9. Mary m. by 1747<br>Jonas Meador, Jr. |   | 10. Samuel<br>m. Rebekah ---<br>(to Jasper/GA) |

John b. 1725, s/o Wm. & Esther BRADLEY of Goochland/VA  
m. Phebe Holloway

- |                                 |   |                                |
|---------------------------------|---|--------------------------------|
| 1. William<br>m. Mary P. Rowton | 2. John b. 1751<br>m. Susanna Rowton<br>(to TN)   | 3. Hezekiah<br>m. Rachel Brown |
| 4. Jonas                        | 5. David<br>m. Nancy S. Meador<br>(to Laurens/SC) | 6. Sarah<br>m. Mr. Holland     |
| 7. Joanna<br>m. Mr. White       | 8. Jenny<br>m. Mr. Anderson                       | 9. Nancy<br>m. Mr. Brown       |
|                                 | 10. Mary<br>m. Mr. Dunkham                        |                                |

Agnes Holloway  
m. Micajah TURNER

- |            |                            |                               |
|------------|----------------------------|-------------------------------|
| 1. Lewis   | 2. John<br>m. James MINTER | 3. Mary<br>m. Clement Brown   |
| 4. Micajah | 5. James                   | 6. Billy<br>m. Liszea Bradley |
|            | 7. Elizabeth               |                               |

Jonas MEADOR  
m. Frances ---

- |                                     |                                   |                               |
|-------------------------------------|-----------------------------------|-------------------------------|
| 1. John b. 1734<br>m. Jane Holloway | 2. Jonas, Jr.<br>m. Mary Holloway | 3. Frances<br>m. Wm. Holloway |
|-------------------------------------|-----------------------------------|-------------------------------|

Jonas, s/o Jonas & Frances Meador; d. 1773 Cumberland/VA  
m. Mary Holloway

- |                                       |   |   |
|---------------------------------------|---|---|
| 1. Ann<br>m. Micajah Compton          | 2. Phoebe b. 1754<br>m. Andrew Edwards<br>(to Laurens/SC) | 3. Sarah  |
| 4. Jane<br>m. Charles Boatwright      | 5. Mary<br>m. Caleb Hughes<br>-(to Laurens/SC)-           | 6. Nancy b. 1767<br>m. David Bradley<br>(to Laurens/SC) |
| 7. John F. b. 1765<br>m. Mary Roberts |   | 8. Agnes<br>m. Thomas Kevil                             |
| m. Lucy Parks                         |   |   |

Located in Sutro Library, San Francisco

Samuel, s/o John Holloway, d. 1817 Jasper Co., GA  
m. Rebekah ---

- |                                  |  |                   |
|----------------------------------|--|-------------------|
| 1. Hannah b. 1765                | 2. Isham b. 1766<br>m. Judith (Hubbard?) | 3. Samuel b. 1767 |
| 4. Jane<br>m. Charles Boatwright | 5. Mary                                  | 6. Nancy b. 1767  |
| 7. John b. 1769 VA               | 8. Frances                               | 9. Agnes          |

John Holloway b. 1769 Cumberland Co., VA to GA  
m. Unknown ---

- |   |   |  |
|---|---|--|
| 1. Norvel b. 1792 GA<br>m. Barbara Pace   | 2. Hubbard b. 1795<br>m. Eliz.? Bailey<br>m. Delilah Rowden | 3. Chesley b. 179-<br>m. Marg. Brownfield<br>m. Rosannah --- |
| 4. Reb. Sarah b. 1806<br>m. David B. Peel | 5. Elizabeth b. 1806<br>m. James Braswell                   | 6. Rhoda   |
| 7. Mahala<br>m. Wm. Pridgen               |   | 8. Nancy   |

David Bothwell b. 1801 GA, s/o Wm. PEEL; d. 1880 Clarke/MS  
m. Rebecca Sarah Holloway (d. 1848 AL)

- |  |   |  |
|--|---|--|
| 1. Eliz. b. 1823 GA                          | 2. Mary b. 1825 GA<br>m. Jason G. Jones     | 3. Wm. H. b. 1827 GA<br>m. Elinor C. Bell  |
| 4. Sarah b. 1829 GA<br>m. Alex. N. Bell, Jr. | 5. George b. 1830 GA<br>m. Amelia A. Day    | 6. Martha b. 1832 GA<br>m. Abel Campbell   |
| 7. Amanda b. 1835 GA<br>m. James Wimberly    | 8. Erasmus b. 1837 GA<br>m. Millie Holloway | 9. David b. 1839 GA<br>m. Mahalia Wimberly |
| 10. Thomas b. 1844 Mont/AL                   | m. Hearne, TX                               | Martha Ellen Jones                         |

(Note: This 2 1/2 inch thick book holds much data on several Holloway & allied families of various states.)

Ref: Holloways of the South & Allied Families 1977

by: Francis H. Wynne, Edith H. Stevens, Peggy & Thomas Brown

RDAY, MAY 12, 1934

SUBSCRIPTION \$2.00 A YEAR

## Y PRODUCERS ZE SALES BY RDIZING GRADE

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## Jeff Holloway Has Been With L.&N. 50 Years

(N. O. Times-Picayune)

For a little more than 50 of the  
72 years that record his milestones,  
Jeff D. Holloway has been working  
for the Louisville and Nashville rail-  
road. A lifetime of labor for one  
employer; the only boss he ever had  
since, reaching man's estate, he set-  
tled down to the grim routine of  
earning bread and butter.

In a few days the half century of  
service for the L. & N. will be  
marked by the ceremonious presen-  
tation to Mr. Holloway, by the com-  
pany, of a diamond service button  
which any worker serving one boss  
50 years would have the right to  
flaunt, pridefully, from the lapel of  
his coat. The exact date of the  
presentation ceremony will be fixed  
as soon as the emblem of long ser-  
vice arrives here from the company's  
office in Louisville.

### Officials to Gather

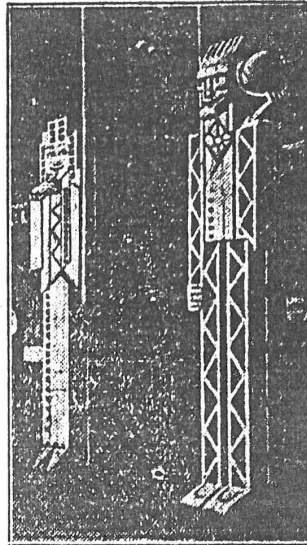
When the badge is received  
there'll be a gathering of officials of  
the Louisville and Nashville in these  
parts, the group probably to include  
H. B. Hearon, division superintendent,  
of Mobile; S. S. Talbot, master  
mechanic, of Mobile; Charles Craw-  
ford, general foreman, and J. B.  
Burton, trainmaster, both of New  
Orleans, and dispatchers of this  
division whose duties will permit  
them to attend, to make the presen-  
tation of that emblem something  
more than an affair of cold railroad  
routine.

Not yet 21, Jefferson Davis Hollo-  
way back in 1883 picked railroading  
for a career, entering the L. & N.  
shops at New Orleans. He went  
right on up the ladder of promotion  
—became fireman, switch engineer,  
main-line engineer—and before the  
last century passed out he received  
the "run" that is envied of Louis-  
ville and Nashville engineers, the  
Gulf Coast Limited out of New Or-  
leans.

### Gives Commuter Chance

Thirty-five years ago, Jeff Hollo-  
way set his hand to the task of  
the Gulf Coast train and began haul-  
ing two loads of commuters daily  
over an 81-mile stretch of rail be-  
tween New Orleans and Ocean  
Springs, Miss., of which he has  
come to know every tie, tie-plate  
and switch frog; every front door  
and side gate of a dwelling. He  
knows the house where the commu-  
ter dashes out madly, hat in hand,  
tie loose and flapping; every morn-  
ing to catch the train, and Jeff  
obliquely slows down a bit to give

## Greet Children



Treble Mike and Skyscraper Sally,  
two fantastic figures which guard the  
gates to the Enchanted Island, chil-  
dren's playground at the new World's  
Fair which opens in Chicago May 26.  
The playground has been completely  
changed with the exception of prices.  
These will be as low as last year.

smoke. It's coming in my direction.  
Sure as shootin', I says to myself,  
that's 'a train coming toward us  
and on our track, although I've got  
the right of way.

"I slow down some more and still  
see that smoke coming closer. I  
stop, and just then around the bend  
comes a freight train. It was near-  
ly morning, with considerable fog,  
and this, with the curve, made it  
impossible to see anything more  
than a couple of hundred yards off.  
That freight engineer put on the  
brakes when he saw me. He got  
almost stopped when we hit, just  
lightly. Each engine got a bruised  
nose, and the two had to be pulled  
apart, but outside of that there was  
no damage."

### Given Diamond Medal

Conductor Doyle adds:

"The train full of passengers all  
were very grateful to Mr. Holloway.  
They knew he had saved them. I an-  
swered them that I was glad to be  
set with a diamond, as a reward for  
cool-headed caution and good judg-  
ment that prevented what would  
have been a disaster if those two  
trains had hit head-on with both  
going at normal speed."

The New Orleans club car,  
"Beauvoir," that Mr. Holloway  
pulls out of New Orleans each after-  
noon and brings in each morning,  
from May 1 to November 1, carries  
New Orleans business men who are  
appreciative of this "club car."

## Carraway Case Back in Court for 8th Time

Jackson, Miss., May 7.—Before  
the Mississippi Supreme court today  
again was the much-litigated case of  
Tom Carraway, coast negro under  
death sentence in connection with  
an attack upon a white woman three  
years ago.

Attorneys for the negro filed sug-  
gestions of error seeking a reversal  
of the high court's recent action in  
affirming for the third time Car-  
raway's conviction and sentence.

Court attaches saw in the latest  
court move an effort to pave the way  
for a federal court appeal based on  
the grounds of the Scottsboro, Ala.  
cases.

Two suggestions of error were  
sighted. The first charged that the  
court erred "in not holding as a fact  
that Carraway was discriminated  
against by reason of his race in said  
trial in the lower court, by the dis-  
trict attorney," and by holding that  
the negro was not deprived of life  
and liberty "without due process of  
law," allegedly in violation of Ar-  
ticle 14 of the federal constitution.

In the second suggestion counsel  
for the negro charged that the court  
"erred in holding from the trans-  
cript that J. C. Whetstone defend-  
ed Tom Carraway to the best of his  
ability, and further erred in holding  
there was no fraud practiced by  
Whetstone in defending the appel-  
lant."

The latter suggestion also set out  
testimony of Whetstone during an  
appeal to the circuit court of Jack-  
son county for a new trial. It quotes  
Whetstone as admitting that he  
"went to trial in the case when half  
way ready to try it," because he  
feared that "mob action" might re-  
sult if a postponement were allow-  
ed".

## LEGION AUXILIARY TO OBSERVE POPPY DAY SATURDAY MAY 26

By Bertie Pabst

The American Legion Auxiliary  
held Wednesday, May 9, at the Com-  
munity House with a large attend-  
ance. Mrs. Jas. Murphy presided.

The devotional was led by Mrs.  
Alec Johnson. The allegiance to the  
flag was led by Mrs. Deo Bertuccini.  
The Star Spangled Banner was sung.

May 26 is Poppy Day. The fland-  
ers poppy is a wild flower of France.  
As the American soldiers struggled  
through shattered villages, across  
shell torn fields and over blasted hills.



SATURDAY MAY 26

By Bertie Pabst

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# NOTICE TO

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leans.  
**Gives Commuter Chance**  
Thirty-five years ago, Jeff Holloway put his hand to the throttle of the Gulf Coast train and began hauling two loads of commuters daily over an 84-mile stretch of rail between New Orleans and Ocean Springs, Miss., of which he has come to know every tie, tie-plate and switch frog; every front door and side gate of a dwelling. He knows the house where the commuter dashes out madly, hat in hand, tie loose and flapping, every morning to catch the tram, and Jeff obligingly slows down a bit to give him a chance; he is carrying the children of the generation he first carried; daily he greets his patrons, and the folk who live along the line, and other train crews, most of them by first or last names, and all with a cherry salute.

Jeff is an institution, like the train he pilots—No. 35 as she glides out of New Orleans every afternoon at 3:30, going to Ocean Springs, and No. 36 as she comes in every morning at 8:45 o'clock—two train numbers that the ruddy-faced, white-haired, shaggy-browed Jeff Holloway has made famous among a million persons in Louisiana and Mississippi; two trains he pilots so punctually that folks along the line can keep their clocks regulated by either one.

**Fast Trains, Too**  
"They're fast trains, too," Jeff says, with pardonable pride. "Not many commuters anywhere in the United States that are faster. For instance, we leave Ocean Springs at 6:30 in the morning, make 10 stops, slow down to 15 miles for six draw bridges and get to Canal street at 8:45. Any railroader will tell you that's traveling."

For the past 20 years A. M. Doyle, conductor, has been Jeff Holloway's partner on 35 and 36.

"But I'm just a kid," smiles Conductor Doyle. "I've got a long way to go before I can match Holloway's record."

And Conductor Doyle recalls the only accident Engineer Holloway ever experienced and strangely this was an "accident" that prevented an accident—prevented what would in all probability have been a tragedy with considerable loss of life.

Much questioning drags out of the modest Jeff Holloway his account of that near-mishap, back in 1900.

**Saw Smoke Ahead**  
"I was coming to New Orleans and had reached the low, swampy area down there by the Northeastern tracks, where there's a sharp curve in our line," he said.

"I see smoke ahead of me, and although it's around the curve, it looks like it's on our tracks. I slow down a bit and study that

"The train full of passengers all were very grateful to Mr. Holloway. They knew he had saved them. In an instant, the train was set with a diamond, as a reward for cool-headed caution and good judgment that prevented what would have been a disaster if those two trains had hit head-on with both going at normal speed."

The New Orleans club car, "Beauvoir," that Mr. Holloway pulls out of New Orleans each afternoon and brings in each morning from May 1 to November 1, carries New Orleans business men who are themselves owners of this "club on wheels." To all of them the veteran engineer is "Jeff."

At 72 Mr. Holloway is not retiring. "Only finishing 50 years," he says.

# RESOLUTIONS OF RESPECT

Whereas, God in His infinite wisdom, which passeth all understanding, has seen fit to remove from our midst brother Robert Crysell and Whereas, acknowledging His supremacy, we who are left behind, bow our heads in humble submission, knowing that our loss is Heaven's gain.

Be it therefore resolved that this, Adah Chapter, No. 49, O. E. S. express its sorrow and tender its heartfelt sympathy to those loved ones who mourn his going, commending them to the loving care of our Father and having them ever remember that the parting here is temporary and the meeting over there is eternal.

Be it further resolved, that a copy of these resolutions be sent to the family of our brother, that a copy be spread upon the minutes of this Chapter and that a copy be furnished the local press for publication.

SYLVIA ALLEN;  
FLOY MAXWELL,  
ROBERT W. RUFF,  
Committee.

# STATE BANKERS TO HEAR HARVEY COUCH

Biloxi, May 9.—Harvey Couch, member of the Reconstruction Finance Corporation, will be the principal speaker next Wednesday at the second day's session of the Mississippi Bankers Association. Other prominent speakers are: Gilmer Winston, president of the First National Bank, Memphis; J. S. Love, Jackson, state bank superintendent; Oscar Johnston financial advisor of the AAA and in charge of the cotton pool and J. T. Brown, of Jackson, president of the Capital National Bank.

Reports will be made by H. H. Chambliss, Laurel, chairman of the executive committee; Henry Hart, chairman necrology committee; W. A. Connley, Jackson, chairman of

held Wednesday, May 9, at the Community House with a large attendance. Mrs. Jas. Murphy presided. The devotional was led by Mrs. Alec Johnson. The allegiance to the flag was led by Mrs. Deo Bertuccini. The Star Spangled Banner was sung. May 26 is Poppy Day. The flanders poppy is a wild flower of France. As the American soldiers struggled through shattered villages, across shell torn fields and over blasted hill-sides they saw one touch of life and beauty—the brave little poppy—our "Memorial Flower".

To the thousands of disabled veterans fighting this grim battle, the tragedy of the World War is not a memory; it is still a heart breaking reality, returning with every break of day and lingering through the night as they lie sick and helpless throughout our land. They need courage to see them through empty days and the nights that are filled with nightmares wherein they see their loved ones without the necessities of life. Then once again the brave poppy appears on the front line, whispering its message of courage to men shattered in health who can no longer do work, which makes life worth while.

In fashioning the poppy each disabled man sees his chance to regain his peace of mind and self-respect. Wide spread suffering exists among veterans and their families because of recent legislation. By buying one of these "Memorial Flowers" Saturday, May 26, you will help reduce the suffering of countless veterans and their families.

The Memorial services will be held on the school grounds on the morning of May 30 conducted by Ladiner Post No. 42, American Legion and assisted by the American Legion Auxiliary.

The papers report that May Day passed quietly in Paris, peace and good order being marred only by four thousand Communists, who shot at the police from behind barricades, a statement that leads one to speculate as to what a genuine Paris disorder must be like.

Japanese naval constructors are of the opinion that they have designed stabilizers for Japan's three new torpedo boats that will preclude another accident such as that which befell the Tomosuru, with the loss of 100 men.

You will always find it worth while to buy at home.

the clearing house committee; Floyd Parker, Jackson, chairman of the legislative committee and others.

WEDNESDAY, JULY 7, 1934.

SUBSCRIPTION \$2.00 A YEAR

## National Highlights

birthday party of great importance occurred. It first anniversary of the most extraordinary furnished by the Federal

greetings were of two he one fund, NRA exed the bureau to the hat it had started us oad to recovery, would e way before long. On ad, various critics said represented the downracy, that it meant we either ficism or comit had abrogated every on of the Constitution.

these viewpoints is in e stand the American ake which they finally inion. They know the e fine things—such as eat ships and child ving labor a better as wages, hours and tions are concerned. has likewise done are not so good—g itself up as a czar business matters, about n they are confused.

entators are of the he main trouble with hat it grew too fast ver too much territory. ng, it was principally working conditions—nimum wage and urs-of-work rulings. t to branch out into fields. It made rul-g such routine busi-size and time of ed prices—at the ex-consuming public, ac- various Darrow re-ne the executive head r industry, and offi-rs of companies and ound themselves hog-turn. They couldn't without authorization on.

hat be in Washington, fact, have recognized t is being up prices about the cost of It is becoming much in its actions. In us if the NRA in the mainly concerned l hours and working vas its initial pur-

changes, which are with great applause industries, may be . Roosevelt. The commander-in-chief final decisions. The

## Late News and Comment from State Capitol

(By Walker Wood, Sect. of State)

All former records of admission of foreign capital qualifying in Mississippi were broken last week when the Socony-Vacuum Oil Company, incorporated under the law of New York, filed with the Secretary of State's Department their charter and several amendments, giving the authorized capitalization at \$600,000,000.00.

If the fire losses in Mississippi can be continued lower for the next year or two, offsetting the high losses of 1930 and 1931, according to Insurance Commissioner George D. Riley, the State can reasonably expect lower fire insurance rates. Commissioner Riley points that Mississippi was one of five states that received particular complimentary notice by the National Committee on incendiaryism and arson, and the work of the insurance commissioner of Mississippi, for educating the people along this line.

Chairman Alf Stone, Commissioner, of the Mississippi Tax Commission, states that so far this year, total collections from the various sources for tax collection have exceeded the total collections for the same period last year by more than twenty-five per cent. The Total 1934 collections up to and including June 19th amounted to \$2,732,000.00, against a total of \$1,903,000.00 for 1933.

The total number of homicides in Mississippi in 1933 showed a substantial decline, according to Dr. W. N. Whitefield, director of the State Board of Vital Statistics. In 1932 there were 467 homicides in this state, as compared with 425 in 1933, and 518 in 1931.

Projects recently awarded by the Stat Highway Department for road construction totaled more than a quarter of a million dollars, and were as follows: Approximately 8 miles of roadway and bridges on half mile roadway and bridge on 61 in Coahoma county; one and one-fourth mile roadway on U. S. 80 in Rankin county; 3 1/2 miles on Ripley-Faulkner road in Tippah County; and 10 miles in Yazoo County.

J. B. Hopkins, Columbus, was elected recently as president of Mississippi Association of Insurance Agents at their 36th Annual Convention held in Jackson. Other officers elected were: W. M. McLaurin, of Laurel, vice-president;

## SEN. McINTOSH GIVES VIEWS ON LIQUOR BILL

Collins, Miss., June 29.—State Senator Tarver McIntosh, Chairman of the Senate Temperance Committee and candidate for Congress from the 6th Congressional District issued the following statement today condemning the May-Roberts Liquor Bill which is to be voted on on July 10.

During the recent session of the Legislature, as a member of the State Senate, I took the position that we should have an out-right election on the Prohibition Question. In other words, I introduced a bill which had the approval of temperance leaders and which had for its purpose the calling of a special election. If this bill had not been defeated the people would have had the right to vote for or against State-wide prohibition and for or against the legal sale of intoxicating liquor in the various counties. I voted against the May-Roberts Bill in the Legislature and will vote against it on July 10th as a private citizen. I think it is an unwise act and I desire briefly to set forth my objections.

The bill creates a commission and if the bill becomes effective this commission shall buy such supplies of liquor as will meet the demands for a period of not more than one year. This bill requires the liquor to be bought on competitive bids but it does not require that the liquor shall be bought from the lowest responsible bidder.

The commission is required to appoint a manager and that the supply of liquor shall be stored in warehouses. The manager is placed under bond of \$10,000.00. The liquor is to be bought on the credit of the State. No insurance is provided for. If the commission should buy five million dollars worth of liquor and store it in a warehouse and then some one would set fire to the warehouse the tax payers would be required to pay the loss. The manager could also embezzle the funds and the State could only recover the amount of his bond.

The bill also provides that the liquor shall be put in bottles containing not less than 24 ounces. This means that the commission could buy 24 ounce bottles, one quart bottles, two quart bottles, three quart bottles, one gallon bottles, five gallon bottles, or the quantity, could even be more and any adult person is entitled to purchase one bottle of liquor once every seven days. If the commission should decide to put the liquor up in bottles containing 32 ounces any adult person could purchase one bottle for himself, one

## Jeff Holloway Retires After Long Service

(Margaret Dixon in Times Picayune)

For 35 years Jefferson Holloway has piloted Train No. 35 and 36 of the Louisville and Nashville railroad between New Orleans and Ocean Springs, Miss. Saturday the veteran engineer mounted to the cabin of his engine at 3:30 p. m. for the last time to take his train back to Ocean Springs.

For on Saturday "Uncle Jeff," as he is known to thousands of passengers who have ridden on his train, completed 55 years of service with the L. & N. lines and began an honorable retirement. His eyes were misty as he climbed to the cabin for his last trip but "Uncle Jeff" insisted vigorously that he was glad to retire.

"At least I think I'll be glad when I get used to it," he said as his train prepared to pull out of the station with "Uncle Jeff" at the throttle for the last time. "I'm kinda looking forward to a rest."

All set for a "postman's vacation" is "Uncle Jeff," who is planning, now that his retirement is a fact and no longer a long-awaited event, a long trip and this trip is going to be made by train.

For a long time now he has been looking forward to this trip. His destination is still undecided and the final decision as to where the trip will take him will be left with his daughter, Miss Roger Elizabeth Holloway, who makes her home with her father in Ocean Springs and who will accompany him.

### SURE TO GO BY TRAIN

"But I'm sure we will go on the train," the engineer said Saturday. "For one thing I'd rather ride on the train and for another I get free transportation anywhere I want to go."

His retirement is in a nature of a birthday gift, for on July 7 "Uncle Jeff" will celebrate his 55th birthday. For his last trip, however, and his retirement, he will be accompanied by a younger engineer to shame.

His hair is white as snow under his engineer's cap but his eyes are as clear and blue as a boy's and his face is almost unlined.

During the past 35 years "Uncle Jeff" has served on the run between New Orleans and Ocean Springs. For 20 years prior to that time he piloted a train from Mobile into New Orleans, making occasional runs to Montgomery.



working conditions—minimum wage and hours of work rulings. It made rule such routine business size and time of ed prices—at the ex- consuming public, ac- various Darrow re- ne the executive head e industry, and offi- rs of companies and und themselves hog- turn. They couldn't without authorization on.

at be in Washington, fact have recognized is rising up price, the

it is becoming much n its actions. In s if the NRA in the mainly concerned hours and working as its initial pur-

changes, which are with great applause industries, may be Roosevelt. The commander-in-chief final decisions. The held now that Gen- y be supplanted be- able, energetic, ag- nest, but he has

enemies. He gets t there are always wounded feelings l. His great weak- tack, plus amazing criticism, no matter l well disposed, in- him.

le to enter into a usiness conditions ut bringing in the strike." The labor most in the mind tive—even though not been directly of a general strike nights.

sting fact that we rikes now than at he great post-war e number of men s, and the total of st, are about the t-five or six years.

far as the statis- like problem is no than it was last efore, or in boom-

statistics don't tell strikes have oc- disagreement over Present strikes—the strikers, as , make demands and higher pay, are the least of on behind the for closed shop ns are out to siness 100 per

to not tax collection have exceeded the total collections for the same period last year by more than twenty-five per cent. The Total 1934 collections up to and including June 19th amounted to \$2,732,000.00, against a total of \$1,903,000.00 for 1933.

The total number of homicides in Mississippi in 1933 showed a substantial decline, according to Dr. W. N. Whitefield, director of the State Board of Vital Statistics. In 1932 there were 467 homicides in this state, as compared with 425 in 1933, and 518 in 1931.

Projects recently awarded by the Stat Highway Department for road construction totaled more than a quarter of a million dollars, and were as follows: Approximately 8 miles of roadway and bridges on half mile roadway and bridge on 61 in Coahoma county; one and one-fourth mile roadway on U. S. 80 in Rankin county; 3 1/2 miles on Ripley-Faulkner road in Tippah County; and 10 miles in Yazoo County.

J. B. Hopkins, Columbus, was elected recently as president of Mississippi Association of Insurance Agents at their 36th Annual Convention held in Jackson. Other officers elected were: W. M. McLaurin, of Laurel, vice-president; Ramsay W. Roberts, Jackson, Secretary-treasurer, and John Sharp Williams, of Yazoo City, was chosen national counselor.

At a meeting of State Board of Administration held recently, two new superintendents were placed in charge of two of the eleven eleemosynary institutions. Dr. Russell R. Welch, formerly assistant superintendent at the insane hospital here, was made superintendent of the East Mississippi Insane Hospital at Meridian, replacing Dr. M. J. L. Hoyer. Dr. Welch's place was filled by appointment of Dr. R. R. Halface, who will serve under Dr. J. M. Oker, recently named superintendent in place of Dr. C. D. Mitchell. Dr. H. L. McKinnon was named superintendent of Ellisville State School, in place of Dr. Ramsey.

Dr. J. H. Stone, Superintendent of State School for the Deaf, and Dr. M. L. Batson, Superintendent of State School for the Blind, were both re-elected. Other superintendents retained were: Dr. A. J. Podesta, Vicksburg Charity Hospital; Dr. C. L. Arrington, Matty Horsee Hospital at Meridian; Dr. A. J. Carter, South Mississippi Charity Hospital at Laurel; Dr. C. A. Everett, Natchez Charity Hospital, and Dr. B. L. Coulter, Industrial Training School at Columbia. Dr. Willis Walley will remain as Superintendent of Jackson Charity Hospital until expiration of his present term, it was announced. The State Board of Administration is composed of: A. F. Dantzer, Biloxi; S. F. King, Pelahatchie, Harvey Eaton, Taylorville, Dr. W. A. Toomer, Tupelo, and Mrs. Gladys King, Jackson.

year. This bill requires the liquor to be bought on competitive bids but it does not require that the liquor shall be bought from the lowest responsible bidder.

The commission is required to appoint a manager and that the supply of liquor shall be stored in warehouses. The manager is placed under bond of \$10,000.00. The liquor is to be bought on the credit of the State. No insurance is provided for. If the commission should buy five million dollars worth of liquor and store it in a warehouse and then some one would set fire to the warehouse the tax payers would be required to pay the loss. The manager could also embezzle the funds and the State could only recover the amount of his bond.

The bill also provides that the

containing not less than 24 ounces. This means that the commission could buy 24 ounce bottles, one quart bottles, two quart bottles, three quart bottles, one gallon bottles, five gallon bottles, or the quantity, could even be more, and any adult person is entitled to purchase one bottle of liquor once every seven days. If the commission should decide to put the liquor up in bottles containing 32 ounces any adult person could purchase one bottle for himself, one for his wife, one for his three adult children, and one for ten other persons. All he would have to do would be to furnish the County Liquor Manager with the names and addresses of the persons and the cash for the liquor. This would supply him with 15 quarts of liquor. He could take 15 quarts and divide them into 45 ten-ounce short pints. He would have 30 ounces to drink for himself and then he could bootleg the balance on Sunday and between the hours of six P. M. and eight A. M. when the County Liquor Manager is forbidden to make sales. The bill in my opinion would be "Bootleggers' Paradise" and would increase drinking 50 per cent.

The bill also provides that the County Liquor Manager shall be paid a commission. In other words, the more liquor he sells the more money he will make.

#### ALL SMILE

A marriage license clerk, in times like these, meets more optimists than anybody else.—Toledo Blade.

#### DROWNED OUT

According to one observer, some of the new bathtubs are so loud in their color effects that it will be no use to sing in them.—Lowell Evening Leader.

Mrs. Vincent Astor wants a new deal for the immigrant. Isn't it about time to give the American a new deal and let the immigrant do his hell-raising at home?—Philadelphia Dispatch.

a long trip and this trip is going to be made by train.

For a long time now he has been looking forward to this trip. His destination is still undecided and the final decision as to where the trip will take him will be left with his daughter, Miss Roger Elizabeth Holloway, who makes her home with her father in Ocean Springs and who will accompany him.

#### SURE TO GO BY TRAIN

"But I'm sure we will go on the train," the engineer said Saturday. "For one thing I'd rather ride on the train and for another I get free transportation anywhere I want to go."

His retirement is in a nature of a birthday gift for on July 7 "Uncle Jeff" will celebrate his birthday. He is 55 years old and has been an engineer for 55 years.

His hair is white as snow under his engineer's cap but his eyes are as clear and blue as a boy's and his face is almost unlined.

During the past 35 years "Uncle Jeff" has served on the run between New Orleans and Ocean Springs. For 20 years prior to that time he piloted a train from Mobile into New Orleans, making occasional runs to Montgomery.

He began his career on the railroad, he said, "because like all country boys, I wanted to be an engineer." A native of Hancock county, Mississippi, he became a full-fledged engineer in October, 1888, although for many years previous he had been piloting switch engines for the L. & N. lines.

During those 55 years with the railroad "Uncle Jeff" has had only one wreck. That was back in April, 1900, he recalled Saturday.

#### SAVED PASSENGERS

"I was on this train then," he said, "and was going to Ocean Springs when a freight train ran into my train. I stopped my train and by so doing saved the lives of all my passengers."

As a result of that wreck and for his own heroism, which he was loathe to discuss, the engineer received from a grateful railroad and grateful passengers a gold medal bearing in its center a diamond.

During his years on the road "Uncle Jeff" has seen numerous changes in railroading.

"Why, when I first began this run we had diminutive engines hardly half as big as this one," he said fondly at Train No. 36. "And besides, they were wood burners. I can tell you it was different running a train in those days."

In addition to his daughter "Uncle Jeff" has two sons, Jefferson, Jr., who is assistant comptroller of the Federal Land Bank here, and Walter, who is district engineer of the Mississippi Power Company. His wife died several years ago.

FRIDAY, JULY 27, 2007

THE MISSISS

## FACES OF THE COAST



Christy Pritchett/The Mississippi Press

### Betty Holloway

**B**etty Holloway has always admired quilts. She watched her grandmother quilt when she was younger and always wanted to learn the craft. Holloway began attending a quilting club's meetings at the Ina Thompson Moss Point Library

after reading about the club. Holloway enjoys selecting the perfect material and color scheme for her quilts. She said quilting is an art form that will always be around. She has given away a few of her masterpieces to patients at Singing Riv-

er Rehabilitation and Nursing Center where she has worked for nine years. Holloway is a lifelong resident of Moss Point and lives in the same house in which she was born. She said she loves growing flowers in her yard and attending church.